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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

50X1

COUNTRY USSR (Moscow District)

DATE DISTR. 24 May 1951

SUBJECT Soviet Air Force Experimental Station in Zhukovski

NO. OF PAGES 3

PLACE ACQUIRED

NO. OF ENCLS. 2
(LISTED BELOW)

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DATE OF INFO.

SUPPLEMENT TO REPORT

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1. [redacted] certain parts of the plant were installed underground. [redacted]

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(a) Small pavilions were dispersed and visible on the premises of the plant.

(b) No aircraft ever rolled to the place although there was much flying.

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(c) The pavilions were supply air shafts and the building (13) which, [redacted] was a wind tunnel, contained the ventilating mechanisms.

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(d) That the airplanes were towed to the side underground.

2. Observed aircraft (Annex)

a. Type I

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A monoplane, turbine driven, single rudder assembly, retractable landing gear. Turbine drive on underside of fuselage, also admission of air and exhaust. Swept-back two-section wings with out section curving toward the tail and upward. Fuselage rising at rear end. Mid-wing monoplane. Empennage placed remarkably high, and passing over to fuselage. Elevator assembly slanting toward the rear.

[redacted] for several weeks only one plane of this type was seen in the air, until about April or May 1949 three planes were observed flying. From March 1949, [redacted]

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[redacted] this type flying regularly each day. Planes were not used

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for acrobatics [redacted] The planes could be seen very well from the P. camp, as they were not far from the camp on their landing approach flight.

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b. Type II

A monoplane, single rudder assembly, single turbine drive, retractable landing gear. Angular twin-trapezoidal wings, nose air intake, exhaust on under side of fuselage, rudder assembly spade-shaped, elevator assembly twin-trapezoidal, angular. This type was seen as early as July 1948 [redacted]

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[redacted] At that time this type flew in large formations. Once, in the fall of 1948, [redacted]

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[redacted] this type of turbojet fighter suspended to the under-side of a four-engine bomber. The four-engine bomber landed on ZHUKOVSKI airfield and took off with a fighter of the described type. In the air, the turbine fighter was released from the bomber and flew on independently. The bomber then made a very low and slow soaring approach flight for the airfield.

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[redacted] Forward in the bow there was a turret with all-round visibility mounted by a number of machine guns. On top of the turret with all-round visibility was a kind of control cabin (naval term would be conning tower). On the fuselage, in front of the rudder assembly which, a good deal toward the forward end, terminated in the fuselage there was an MG-turret, and, on the same spot, pointing downward and to both sides, were MG-turrets. There was a turret on the stern also.

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c. Type III

Monoplane, single rudder assembly, two turbine drives, retractable landing gear. Wings, shape of fuselage and empannage, see type I, the difference being that type III was larger than type I. Two turbines were suspended to the airfoils, projecting over the wings both forward and aft. This type was also seen for the first time about March 1949. These planes were only seen gliding and only one plane at a time was observed in the air.

Comment:

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b. The observations on the airplanes show [redacted] training as a glider pilot. On the whole, they are considered correct.

c. Taking as a basis the description of type II, which appeared in large formations as early as the summer of 1946 and thus belongs to the well-known types Yak 15/17 or MG 9/11, it may be stated that the description of the rudder assembly as rear end part of the fuselage must be considered the result of the visual impression of the flying plane at a certain distance. The result will be that the same conditions would apply to types I and III; in other words, that the empannage was simply mounted on the fuselage. However, it has been carefully sheet-covered; thus the rear end of the fuselage and the empannage seem to form one piece.

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d. Type I represents a return to the fuselage stage turbine, by which more space for the pilot, the weapons and other useful load or equipment in the fuselage is gained. The wings mounted on a continuous middle piece must also be considered as constructional simplifications in case of damage or when being fired on. Type III seems to be from the same designer as type I.

e. The "subterranean" installation of the aircraft hangars was only known through rumors. Such subterranean hangars have not been mentioned in any of the previous reports on ZHUKOVSKI and do not seem credible, as the transport of airplanes between the hangars and the airfield via the buildings of P- at I and TSAGI and the woods, could not be observed from the camp. 50X1-HUM

2 Annex: Aircraft Observed in ZHUKOVSKI

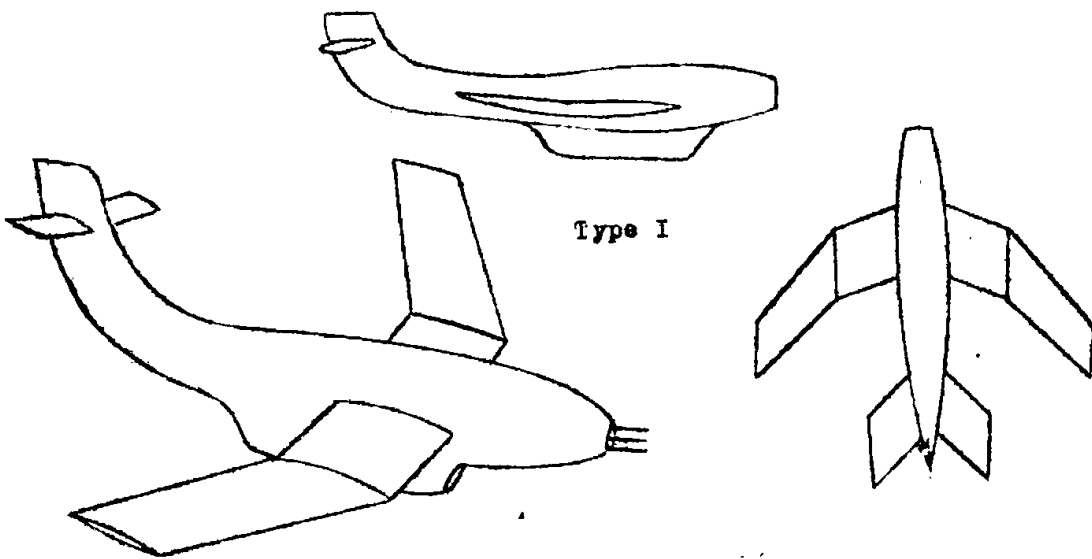
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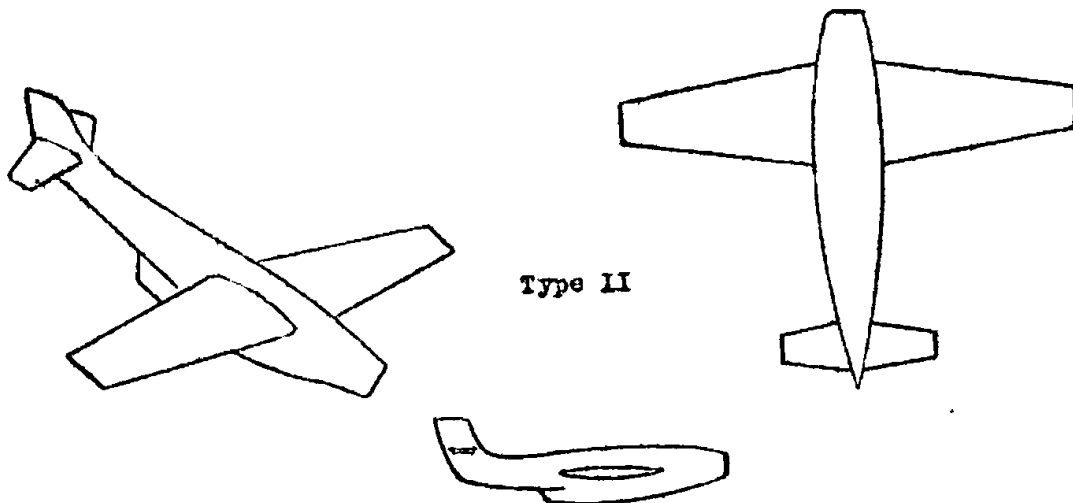
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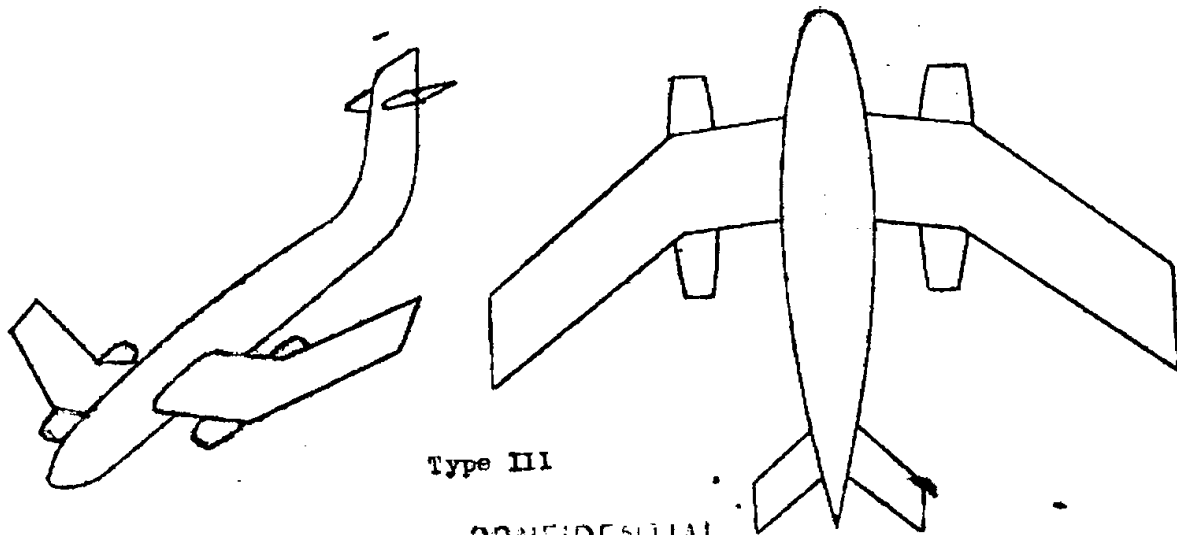
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Type I



Type II

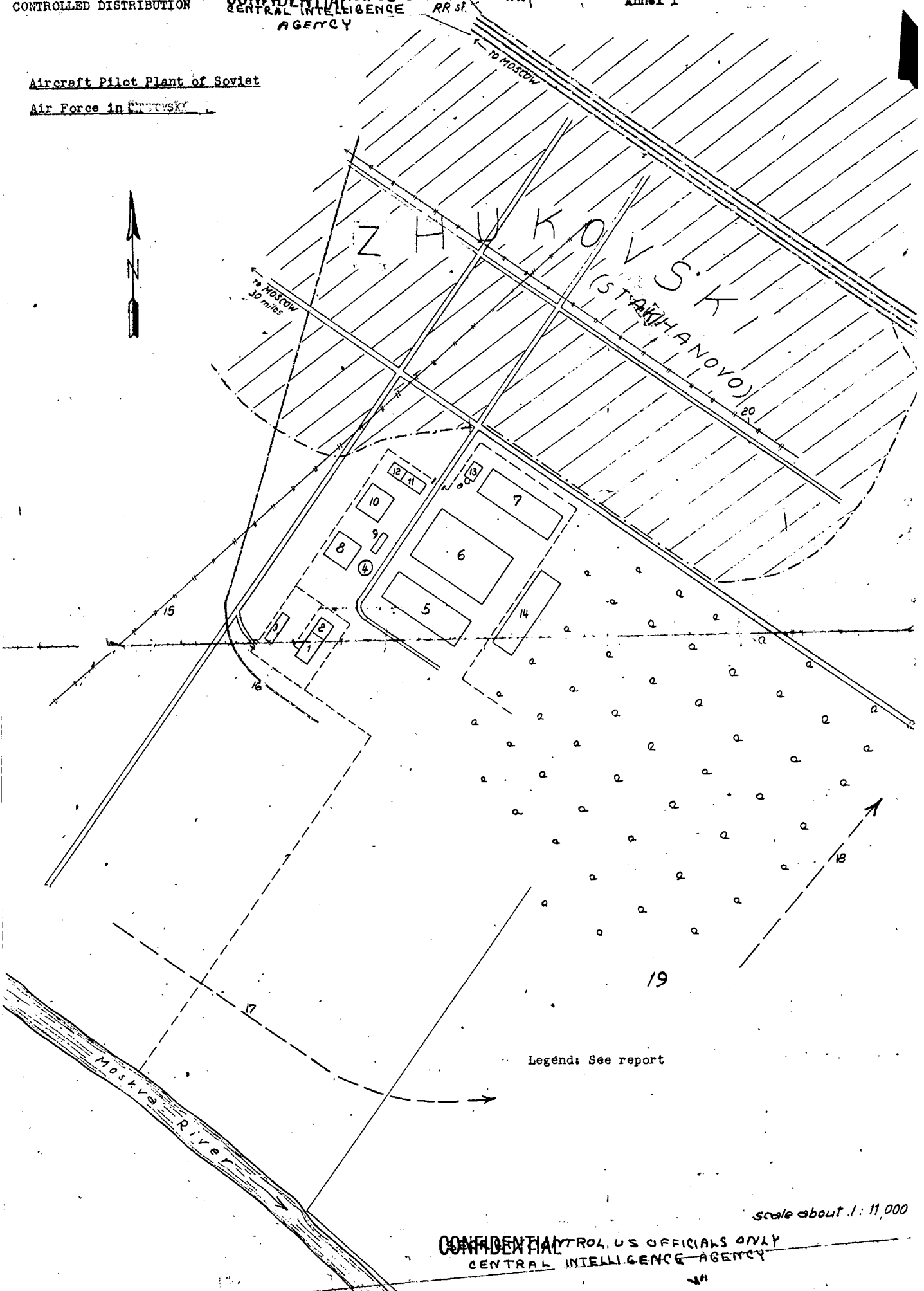


Type III

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Aircraft Pilot Plant of Soviet
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